FIA FORMULA 1 WORLD CHAMPIONSHIP

# 2026 LAS VEGAS GRAND PRIX

**19 - 21 November 2026**

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| **From** | The FIA Formula 1 Technical Delegate | **Document** | 24 |
| **To** | The Stewards | **Date** | 19 November 2026 |
| | | **Time** | 22:30 |

## Technical Delegate's Report

**Before the first free practice session:**

The chassis identification transponders have been confirmed for all cars.

The exhaust system components of all cars were checked against the declaration submitted by the relevant team before the start of the Competition.

**During the first free practice session:**

The tyre starting pressures of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 during P1 were checked.

The engine high rev limit bands were checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The fuel flow meter calibration checksum was checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The instantaneous fuel energy flow of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 was checked.

The partial load fuel energy flow of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 was checked.

The fuel temperature of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 was checked.

The plenum temperature of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 was checked.

The engine intake air pressure of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 was checked.

**After the first free practice session:**

The fuel pressure of car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77 during the first free practice session was checked.

The logged pressure within the engine cooling system during the first free practice session was checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The maximum turbocharger speed was checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The DC sensor code and calibration checksums were checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The DC sensor temperatures were checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The on-track ES state of charge was checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The ERS recharge limits were checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The maximum MGU-K speed was checked on 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The torque coordinator demands were checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

The torque control was checked on car numbers 63, 12, 03, 06, 16, 44, 23, 55, 14, 51, 87, 27, 05, 10, 43, 11 and 77.

**During the second free practice session:**

The tyre starting pressures of all cars during P2 were checked.

The engine high rev limit bands were checked on all cars.

The fuel flow meter calibration checksum was checked on all cars.

The instantaneous fuel energy flow of all cars was checked.

The partial load fuel energy flow of all cars was checked.

The fuel temperature of all cars was checked.

The plenum temperature of all cars was checked.

The engine intake air pressure of all cars was checked.

**After the second free practice session:**

Car number 23  was weighed.

The fuel pressure of all cars during the second free practice session was checked.

The logged pressure within the engine cooling system during the second free practice session was checked on all cars.

The maximum turbocharger speed was checked on all cars.

The DC sensor code and calibration checksums were checked on all cars.

The DC sensor temperatures were checked on all cars.

The on-track ES state of charge was checked on all cars.

The ERS recharge limits were checked on all cars.

The maximum MGU-K speed was checked on all cars.

The torque coordinator demands were checked on all cars.

The torque control was checked on all cars.

Chassis FIA checksum was checked on all cars.

The rear brakes pressure control was checked on all cars.

The custom software versions were checked on all cars.

The SECU software versions were checked on all cars.

The maximum front wing adjuster system transition time was checked on all cars.

The tyres used by all drivers during the sessions today have been checked.

All the above items were found to be in compliance with the 2026 FIA Formula One Technical

Regulations.

**Jo Bauer**

**The FIA Formula 1 Technical Delegate**